

(ESTABLISHED 1881.)

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Hongkong, 7th May, 1906.	[519	Hongkong, 4th December, 1905.	[518
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THE MANAGER. Macao, 16th October, 1905. (29)	ELGIN ROAD, KOWLOON. Hongkong, 19th May, 1904. (
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Intimations.

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Weather when Heavy
Drinks are out of the
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Hongkong, 4th September, 1906.

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world is 30 cents per quarter.
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five cents.

BIRTHS.

On July 30, at Hamburg, the wife of ALBERT
HARTMANN, of a daughter.
On September 3, at Snocow, the wife of G.
F. MORGENTHAU, Commissioner of Customs,
of a son.On September 6, at Shanghai, the wife of J.
H. HINTON, of a daughter.
On September 6, at Shanghai, the wife of V.
J. MCLOUGHLIN, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 11, 1906.

BRITAIN'S SEA-BORNE TRADE.

That Hongkong is pre-eminently the leading
British port in point of tonnage, the
recent statistics of the sea-borne trade of the
United Kingdom will sufficiently show. The
last number of the *Daily Mail Overseas* con-
tains a summarized statement of the remark-
able record of Britain's commercial power
gathered from the Blue-book on "The
Navigation and Shipping of the United
Kingdom for the Year 1905" just issued. The
total number of vessels of all national-
ities which entered at ports in the United
Kingdom during the year was 66,840, with
a tonnage of 55,623,974. The total of
trade, entries and clearances, amounted to
112,040,734 tons, as against 104,773,168
tons in 1903. London naturally occupies
first place with 10,814,115 tons entered.
Liverpool comes next with 7,806,844 tons,
and Cardiff next with 4,337,720 tons. In
1903 Dover only entered 951,662 tons,
whereas last year the total rose to 2,928,741.
Hongkong takes an easy lead over the British
capital. There were in 1905 227,909arrivals, of 17,142,393 tons, into this port,
and 224,849 departures of 17,042,608 tons.
The total tonnage, entering and clearing
during last year, amounted to 34,185,091
tons. In proportion the tonnage of Hong-
kong represents more than a fourth of
the aggregate for the whole of the
United Kingdom. Reverting to the state-
ment in the Blue-book we find the total
number and tonnage of vessels belonging to
the United Kingdom, which were actually
employed during 1905, in the home and
foreign trade, or in fishing, were 14,521
vessels and 10,397,761 tons. The number
of persons employed numbered 263,686 as
against 257,937 in 1903, and 259,489 in
1904. The number of British, foreigners,
and lascars employed in these three years
were as follows:

	British.	Foreigners.	Lascars.
1903	176,520	40,396	41,021
1904	176,975	39,832	42,682
1905	180,492	39,711	43,483

The total tonnage of vessels built (exclusive
of vessels either for the Royal Navy or for
foreigners) was 851,433 tons last year, com-
pared with 629,069 in 1903. The tonnage
of vessels built for foreigners was last year
197,015—234 vessels.

CHINESE EXCLUSION IN
CANADA.At a specially convened meeting of the
Kootenay Fruit-Growers' Association held
recently at Nelson, Canada, several speeches
were delivered against the prohibitive tax
imposed upon Chinese for admission into
the Dominion. A rational view of the value
of the Chinese in developing the agricultural
resources of the territory has been taken
by the members of the Fruit-Growers' Asso-
ciation, who, by a large majority, carried the
following resolution: "Resolved, that, while
regretting the necessity of taking a stand
antagonistic to the views of many of our
fellow provincials, this association, in fur-
therance of the objects of its incorporation,
is compelled to recommend that the policy
of exclusion of Chinese labour, by the im-
position of a prohibitive tax be modified to
the extent that Chinese engaged as agricul-
tural labourers, or domestic servants, be
allowed to enter the Dominion free of head-
tax, a system of supervision, under the
auspices of the Dominion Government to be
instituted to ensure that Chinamen so
admitted are not allowed to engage in other
lines of labour." Several paragraphs of
replies preceded the resolution, detailing
the labour situation in the Kootenay from
the fruit-growers' standpoint.FATHER-GENERAL OF THE
JESUITS.Reuter informs us to-day that Father
Wernz, a German Jesuit, has been elected
General of the Jesuits. The Vicar-General
of the Society, Father Ruggero Predelli, was
designated for the *ad interim* office by the
late General in the prescribed way. Not for
many years has the permanent post of
General been held by an Italian, and it was
anticipated that Father Predelli's election,
was perhaps the more probable on that
account. Father Wernz has, however, been
elected. For the election the voters represent
over 15,500 Jesuits in different parts of
the world. For the purposes of government,
the Society is divided into five groups, and
these again are partitioned into a number of
"provinces." The English-speaking section,
with the six provinces of England, Ireland,
Canada, New York, Missouri, and New
Orleans, numbers 2,754 Jesuits.

LOCAL AND GENERAL.

The English mail of the 11th August was
delivered in London on the 8th inst.The trial of Peter Sidney Hyndman, for the
murder of Harry Smith and the attempted
murder of Mrs. Rose, at Shanghai, has been set
down for the 18th inst.JAPANESE steamship owners are contemplating
a celebration of the increase of merchant
shipping tonnage from 650,000, to 1,000,000
since the war.THE Japanese Foreign Office is informed that
Mr. H. E. Fulford, British Consul at New-
chwang, has been appointed Consul-General
at Mukden.LAU Sang, a houseboy, employed at No. 9,
Kowloon Docks, was arrested at West Point
last evening and placed before Mr. H. H. J.
Gompertz, at the Police Court this morning,
on a charge of being a member of the Triad
Society, which he denied. The case was
remanded until Friday next.WU Kai Yau, a seaman, was charged, at the
instance of Inspector Macdonald, before Mr.
H. H. J. Gompertz, to-day, with robbery on the
high seas. The robbery occurred on board
the steamer *Footling*, on the 7th instant. Wu
was alleged to have entered the bunk of another
sailor and removed \$20 worth of clothing, etc.
He was leaving the ship with the things yester-
day when he was arrested. His Worship
passed sentence of fifteen days' hard labour
and six hours' stocks.MR. Douglas Story, the well known war cor-
respondent, was seriously injured in a motor
car accident in Paris recently.ROBERT Hamilton, a foreman, employed at
South Beacon Camp, Tai-kok-tai, did not ap-
pear at the Police Court this morning to answer
a charge of being drunk and disorderly on the
Pai-yi East, last night, and Mr. Gompertz or-
dered his bail of £10 to be estreated.MR. V. W. W. Valpy, chief engineer, of the
Kowloon-Canton Railway Constructors, pro-
ceeded against a cattle dealer, named Li Fu, of
Sha-tau-kok, New Territory, before Mr. H. H. J.
Gompertz, at the Police Court this morning,
for turning loose his cattle on the public road
at Sha-tau-kok, yesterday. The case was ad-
judged for further inquiries to be made.THE master of the steamer *Sesta*—the vessel
which was recently in collision—proceeded
against a constable, before Mr. H. H. J. Gompertz,
at the Police Court this morning, for stealing a
port, valued at \$30, the property of the ship,
on the 10th instant. The charge being proved,
the defendant was sentenced to three weeks'
hard labour and six hours' stocks.SANDAKAN in particular, and the Northern
Provinces in general, may be congratulated
upon the prospect of largely increased pros-
perity by the proposed formation of a railway
to connect Marudu and Sandakan Bays. The
scheme has so far been shaped as to warrant
the draft of a prospectus, from which we gather
that the undertaking will be carried out by a
company who will acquire an area of 460,000
acres along the route.THE *B. N. B. Herald*, of 1st inst., says:—Mr.
C. E. H. Beavis, solicitor, Hongkong, from the
firm of Messrs. Wilkinson and Grist, arrived
in Sandakan by s.s. *Borneo* on 27th ult., in con-
nection with the affairs of the late Captain China
of Sandakan, Fung Ming Shan. Mr. Beavis,
who has expressed great admiration for our
pretty little town, is staying with the District
Officer. Mr. Fung Shun Sam also arrived by
the *Borneo* to see about his father's affairs.We are informed by employees of the Tram-
way Company, in reference to a paragraph
which appeared in last evening's paper, regard-
ing the recovery of ten sovereigns which a
European lady left in car 32, on Sunday morn-
ing, that the rules of the company are that all
parcels left in cars by passengers are to be kept
by the conductors and turned over at the depot
when their duties are over. Therefore the
conductor of car 32 was doing his duty when
he held the money, and the police can establish
no charge against him.THE Spanish Ambassador in London, who was
attended by the Marquis de Villalobos, un-
veiled a memorial tablet at the Carmelite
Church, Kensington, recently, in thanksgiving
for the preservation of the Queen of Spain on
her wedding day. The following is the inscrip-
tion on the tablet:—"Oh Mother of Mount
Carmel, continue to spread your protecting
mantle around the Queen of Spain, who kneeling
at this spot heard Mass on the morning she
left England for her adopted country. The Feast
of the Ascension, 1906. The tablet is
placed here by some of her fellow-worshippers
in grateful recognition of her preservation from
death on her wedding-day, the 31st May, 1906."MR. H. H. J. Gompertz, presiding as Coroner,
held an inquiry into the circumstances touch-
ing the death of one Tai Cheung, who was
killed in Po Yan Street on the 5th instant.
Following was the jury empanelled:—Messrs.
M. Souza, W. L. Weaver and L. E. Lammer.
The deceased, it will be remembered, met his
death by falling from the third-floor verandah
of No. 8, Po Yan Street during a gambling raid.
Medical evidence heard was to the effect that a
post-mortem examination was held and it was
discovered that deceased had sustained the
following injuries:—Fractured skull, spleen
ruptured, eight ribs ruptured and his liver torn.
Death was due to shock. Evidence of other
witnesses was taken, after which the jury re-
turned a verdict of accidental death.CHINESE worshippers who paid a visit yester-
day to a temple at Kennedy Town were put
to a good deal of inconvenience by a gang of
roughs, who, as soon as their backs were turned,
would swoop down on the dainties they were
about to offer to the gods and clear hot-footed
with a hand. Once or twice the men were suc-
cessful in carrying away a good deal of stuff, but
the plain clothes police appeared on the scene to
watch the fun. One coolie ran into the temple,
seized a bundle of moon cakes, and dashed out
again. These he divided among a number of
men, who got away in time, but the thief was
arrested. Beside the moon cakes he obtained a
parcel of clothing. He was placed before
Mr. F. A. Hazeland, this morning, and sentenced
to three weeks' hard labour and six hours'
stocks and to be banished.LEUNG KAM, a boatswain, employed by the
Corinthian Yacht Club, was charged by In-
spector Goulay, before Mr. H. H. J. Gompertz,
at the Police Court this morning, with stealing
twenty-four fathoms of galvanized chain, val-
ued at \$5, the property of Mr. J. D. Melvin, of
Quarry Bay, on the 9th instant. Two sampan-
men were also charged with receiving the chain
knowing at the time it was stolen. The boat-
swain pleaded guilty to the charge of theft, but
the sampanmen denied knowing the chain was
stolen. Evidence was heard to the effect that
the chain was missing on Saturday morning
and on a search being made it was found
on defendants' sampan at Causeway Bay. The
boatswain was sentenced to three weeks' hard
labour and six hours' stocks. The first sam-
panman received a similar sentence, while the
other only got ten days' gaol and six hours'
stocks. The trio were exhibited during the day
outside No. 4 Police Station.POLICEMAN'S OUTRAGIOUS
CONDUCT.INDIAN CONSTABLE CONVICTED.
PROBABLE DISMISSAL FROM THE FORCE.On the 6th instant we reported the proceed-
ings of a case in which two Indian constables
charged two Portuguese gentlemen with "as-
saulting" them while in the execution of their
duty. The case, it will be remembered, was
heard by Mr. F. A. Hazeland, who said he did
not believe one word of the Indian policemen's
story and ordered the defendants to be dis-
charged. The result was that a summons was taken
out by one of the Portuguese gentlemen against
P. C. 621, for assault, and the case came on for
hearing at the Police Court this morning.Mr. J. J. Grist, of Messrs. Wilkinson and
Grist, appeared for the complainant, and the
defendant, who was unrepresented, pleaded
not guilty. Inspector Ritchie watched the case
for the police.Mr. E. L. A. Alves said he resided at No. 10,
Mosque Terrace. On the evening of the 5th
instant he was returning home with his elder
brother by way of Caine Road. Passing
along that road and at the junction of Peel
Street he saw four Indian policemen stand-
ing in a group. When he came abreast of
them one of the constables insulted him.
Witness went up to the policeman, asked
him what he meant by using such language,
and was engaged in taking down his number,
when defendant struck witness on the face,
bowling him over. On the ground witness
blew his police-whistle and defendant seized
him by the coat ripped it open. By this time
another Indian policeman came running up
and witness proceeded to tell him the story
and asked him to charge the defendant. Be-
fore witness could say a word the defendant
spoke in Hindustani to the newly-arrived
constable, and instead of arresting the de-
fendant, the five policemen took hold of witness
and dragged him to the station.Mr. W. J. Crawford said he was a clerk in the
Hongkong and Whampoa Dock. He remem-
bered the night of the 5th instant. It was
about 11.30 p.m. when witness came down in-
to Caine Road in a chair from the upper level.
At the junction of Caine Road and Peel Street
witness saw a group of Indian policemen and
complainant in the midst of them. Witness
waited for a couple of minutes and then went
on. Before he had proceeded about two yards
he heard whistles blowing and saw complain-
ant come bounding along the road with the
band of policemen behind him. The defendant
was the first to capture complainant. He
seized him by the collar of the coat, swung
him around, and at the same time delivered a
blow to complainant which knocked him down.
Then the policemen marched him off to the
station.That was the case for the prosecution.
For the defence, defendant called Indian
policemen 902, who said that complainant was
the first to use abusive language and to as-
sault defendant.Inspector Ritchie gave evidence as to taking
the charge when complainant was brought into
the charge-room on the night in question. Com-
plainant's coat was torn, but, although witness
examined his face, he could find no marks.Defendant said that Mr. Crawford was not
present when the alleged assault occurred. He
had nothing more to say.Mr. P. P. J. Wodehouse, assistant super-
intendent of police, said defendant had been in
the force for about a year. His character was
not very good.His Worship said he could understand a
policeman being rough with a prisoner when
the latter resisted. The conduct of the de-
fendant was absolutely outrageous. He would
pay a fine of \$15.On inquiries being made after the case we
were informed that P.C. 621 will be recom-
mended for dismissal from the force.

AN UNIFORMED COMPANY.

CLAIM FOR MONEY SUBSCRIBED.

In Summary Jurisdiction this morning, his
Honour Mr. A. G. Wise, Puisne Judge, pre-
siding, Soon Lu, of No. 167 Stall, Central
Market, pork-dealer, sued Lam Kwai Chuen,
of 10, 18 Gilman's Bazaar, trader, for the re-
covery of the sum of \$700, being the amount
of balance due from defendant to plaintiff for
an amount of \$1,000, subscribed by plaintiff
and paid by him to defendant in respect of a
share in the Soi Sang Lung Fig Lan business,
which the defendant had failed to form.Mr. F. X. d'Almeida e Castro appeared for
the plaintiff, the deft. not appearing either
in person or by representation.The facts of the case were that in July last
defendant approached the plaintiff and, stat-
ing that he was about to form the Soi
Sang Lung Fig Lan Company, asked the plain-
tiff to take a share. Plaintiff agreed, and on
20th July paid defendant \$650, and on 22nd
July paid him a further \$350, making a total
of \$1,000. Subsequently defendant went to
plaintiff and told him he could not form the
company, and on 9th August last returned him
\$500, in part return of the \$1,000, leaving a
balance of \$700, which was still unpaid and
owing to the plaintiff. When the defendant
learned that plaintiff was taking action for re-
covery of the balance he went to the plaintiff
and offered to pay him a lesser amount, but
without interest or costs. Plaintiff refused to
accept anything less than the amount actually
due, and hence these proceedings.Soon Lu, the plaintiff, corroborated the above
statement, and produced his receipts for the two
sums paid.Judgment for plaintiff with costs.
THE King of Spain is the only monarch who
does not sign his name to documents and
edicts. His signature is simply "Yo, el Rey"
—"I, the King."

CANTON BANKERS' SENSATION.

A CAUSE CELEBRE.

CHINESE FINANCIERS THREATEN A
STRIKE.

[From Our Own Correspondent.]

Canton, 10th September.

Yesterday, before the Kwong Chau Prefect,
Chan Mong Chang and Taotai Wen Chung-
to, all the bankers in Canton prosecuted Wong
Ki Sam, master of the Tai Loong confection-
ery shop, at Honam, for the recovery of a sum
of some \$2,000, being due to his partner,
Tang Yuk Chuen, who died last year. The
defendant in his evidence stated that his part-
ner borrowed secretly the sum of money, with
the seal of the shop for his own use and that
he was unable to pay for it. Taotai Wen de-
cided in favour of the defendant, with costs, and
declined certain of the plaintiffs in custody.
Whereupon there was great excitement amongst
the bankers, who contemplate going on strike
and resolved to petition Viceroy Shum or the
Board of Commerce at Peking by telegram.

SEAMEN IN TROUBLE.

DISOBEDIENCE OF ORDERS.

Eleven European seamen, part of the crew
of the Canadian Pacific Railway Company's
steamer *Empress of Japan*, were summoned
before Mr. F. A. Hazeland, at the Police Court,
this morning. Seven of the defendants were
summoned for absenting themselves from duty
on Saturday last, while the remaining four were
summoned for disobedience of orders. In the
first case the seven defendants held that
owing to the bad weather, which was prevail-
ing at the time, they could not get a sampan
to take them to the ship. The other defend-
ants pleaded guilty to disobeying the captain's
orders, but had nothing to say. The captain
said that owing to the bad weather the
Empress was anchored in Kowloon Bay.
On Saturday he issued orders that no one was
to go ashore, but the four defendants later
went ashore in a sampan. His Worship issued
an order that in the case of the seven de-
fendants they were to forfeit two days' pay, while
the other four men were to go to gaol for ten
days, with hard labour, for disobedience of
orders.THE HONGKONG VOLUNTEER
RESERVE ASSOCIATION.The following are the highest scores in the
competition for the Cup given by Mr. J. C.
Gow for the best scores made during the
months of July and August at the 200 and 500
yards ranges, limited to members having a
handicap of 6 points and upwards for each
seven rounds.

	200 yards.	500 yards.	Total.
A. J. Watt	59+11=70	62+8=70	140
E. M. Ezekiel	51+16=67	53+15=68	135
W. J. Saunders	51+19=70	44+20=64	134
H. W. Bird	58+12=70	40+20=60	130
K. D. Atkinson	48+18=66	46+18=64	130

VISCOUNT HAYASHI'S POSITION.

RUMOURS OF CABINET DIFFERENCES.

Viscount Hayashi, Minister for Foreign
Affairs, and late Ambassador to Great Britain,
has been granted leave of absence on the
ground of ill-health, and Marquis Saionji, the
Premier, has assumed the portfolio of Foreign
Affairs *ad interim*. Various rumours are in
circulation as to the actual cause of Viscount
Hayashi's temporary retirement, it being widely
believed that he has been forced to retire
owing to the situation in the Cabinet.A Tokyo dispatch to the *Osaka Mainichi*
states that Viscount Hayashi's indisposition is
of so slight a nature that he cannot be said to be
ill, nor is it at all necessary for him to absent
himself from his official duties on that account.
Viscount Hayashi is stated to have quoted his
medical adviser's opinion that he should relieve
himself of all business and take great care of
his health, otherwise the consequences would
be serious.The large amount of important diplomatic
business in the course of negotiation at the
present time may, continues the *Mainichi*, dis-
patch, account for Marquis Saionji assuming
the control of foreign affairs; but certain cir-
cumstances suggest that the present leave of
absence granted to Viscount Hayashi is merely
the forerunner of his resignation. The strained
relations between the civil and military parties
in the Cabinet—which led to the resignation of
Mr. Kato, Viscount Hayashi's predecessor—
continue to cause friction, especially in refer-
ence to the opening of Manchuria.Consequently, says this dispatch, the settle-
ment of every question—even though it con-
cerns Great Britain or the United States—in-
volves disagreement between these conflicting
parties, a state of affairs which has greatly
hindered Viscount Hayashi as Foreign Minister.
Moreover, the diplomatic negotiations with
China have not proceeded so swiftly nor satis-
factorily as could be desired, and finding the
outlook hopeless in his embarrassing position,
Viscount Hayashi has resolved to quit office on
the plea of ill-health.—*Japan Chronicle*.At least 2,752 officers and men who took part
in the late war are reported missing, the whole
of these men being attached to the 13th Army
Corps; 1,012 to the First Army Division, 840
to the Third Division, and 900 to the Ninth
Division. The Third Army Corps took an
active part in the assault of Port Arthur, and
as the attacks were usually made at night, it
was impossible to pick up the killed and
wounded. Hence the roll of missing is abnor-
mally large.

VICEROY SHUM'S ALARM.

SUN YAT-SEN'S ACTIVITY.

As may be remembered by our readers the
high officials who were appointed by the
Throne to supervise the Army Manoeuvres
next October are Their Excellencies Viceroy
Yuan Shih-kai, of Tientsin, and Chang Chih-
tung, of Wuchang. A private dispatch received
from the last-named city now states that Viceroy
Chang Chih-tung has lately received informa-
tion from the South of such an alarming nature
that the chances are considerably against his
Excellency's leaving Wuchang at all. It ap-
pears that Viceroy Yen Ch'un-hsien of Canton,
"from information received"—when and from
whom does not transpire—has heard that the
arch-conspirator and anti-monarchist "Dr."
Sun Yat-sen (also known as Sun Wen) intends
to take advantage of the Army Manoeuvres in
Honnan province to start a rebellion in the
Yangtze Valley, during the absence of the best
troops of the Hukwang Viceroyalty under the
command of Viceroy Chang Chih-tung. As
only a certain portion of the Hukwang Army
have been detailed to take part in the Manoeuvres
there will be no change of programme, except
that in all likelihood Viceroy Chang Chih-tung
will under the circumstances remain at Wuchang
to watch events instead of going up North. It
is claimed that Sun Yat-sen and his fellow an-
ti-monarchist conspirators have, during the past
six months been busily engaged in making an
alliance with the Kolao Hui and other revolu-
tionary secret societies in the Yangtze Valley
and preparing a rising in Hupoh or Hunan to
take place this autumn whilst the Imperial
armies are engaged in their manoeuvres in
Honnan. Where are the arms and ammunition
with which successfully to oppose the well-
armed and disciplined troops of the Huk-
wang Viceroyalty has not transpired. But
we learn from a reliable source that the
news is taken in seriousness and that prob-
ably Viceroy Yuan Shih-kai himself may
also abstain from going to Honnan. In this
case the Throne will have to appoint two
other high officials to inspect the troops at
the grand manoeuvres, and T'ieh Liang,
Manchu President of the Board of Revenue,
and Hsu Shih-chang, President of the Board
of Public Safety, both of whom are members
of the Council of Army Reorganisation, will
probably be named as High Commissioners to
inspect the Imperial forces on his Majesty
the Emperor's behalf. A word as to the arch-
conspirator Sun Yat-sen. He will be remem-
bered as the man who was arrested and
imprisoned in the Chinese Legation in London,
during Lord Salisbury's time, by the then
Chinese Minister Kung Chao-yuan, who was
subsequently compelled to give the man up to
the British authorities upon the demand and
strong protests of the Premier. The man
showed his gratitude to the British Govern-
ment by making British territory (Hongkong)
his headquarters from whence anti-dynastic
expeditions were sent to Canton to wreck the
Chinese Government there. It is now stated
that Sun Yat-sen has allied his party to the
Triad Society in Kwangtung province which
has enabled him to come into touch with the
Kolao Hui and other revolutionary societies,
in the Yangtze Valley. These Societies, how-
ever, are merely anti-dynastic and they recog-
nise the divine rights of kings.—*N. C. D. News*.

THE "ZAFIRO" AND HER TOW.

A \$14,000 LIGHTER LOST.

The *Manila Cablenews*, of 6th inst., says:—
The China and Manila liner *Zafiro*, Captain
Rodgers, arrived yesterday morning, four days
from Hongkong, with 8 passengers, one sack of
mail and a general cargo. The *Zafiro* had a
hard time coming over, losing a \$14,000 lighter
that was made for the United States Navy,
under contract with Messrs. Michael, Gaspar
and Company of Manila. Last Saturday noon
the *Zafiro* left Hongkong for Manila with
fine weather and a high glass. The lighter was
being towed by a heavy steel hawser and ev-
erything went well until about one o'clock Monday
morning, when the wind and sea having risen a
little the lighter broke adrift. As it was night
and the sea was getting up, Captain Rodgers,
instead of lowering a boat put his ship along-
side the lighter. A line had already been led
from aft forward and when the ship and lighter
came close enough together, the Chinese
sailors did very good work, jumping to the
lighter's deck with the line and making it fast
in good shape, getting back aboard the *Zafiro*
as the ship forged ahead of the lighter.Four times the lighter broke adrift and as
many times new hawsers were bent and the
plucky Captain and officers heaved sighs of
relief each time the *Zafiro* started anew under
a slow bell with her head for Manila.In spite of the hard fight, however, the lighter
was doomed. The seas washed away her
hatches and she became waterlogged. With
each heave of the sea the tons of water inside
would rush from stem to stern with a force
no ship could stand and finally with a crash the
"lighter actually exploded," according to a
passenger, and went down head first, carrying
away the hawser as she sank.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kutiang*) 13th inst.
Canadian (*Montague*) 14th inst.
French (*Oceanien*) 17th inst.
Canadian (*Empress of China*) 23rd inst.The Boston S. S. Co.'s s.s. *Shakumai* sailed
9th inst., from Puget Sound for Yokohama.
The Java-China-Japan Lijn s.s. *Tjiluwong*
left Macassar for this port on 9th inst., and
may be expected here on 17th inst.The C. P. R. Co.'s s.s. *Monticyle* arrived
at Shanghai at 6 a.m. on 11th inst., and left
again at 5 p.m., same day, for Hongkong,
where she is due to arrive at 5 p.m., 24th inst.

TELEGRAMS.

[Reuter's.]

LONDON, 8th September.

The Cambridge-Harvard Boat Race.

Cambridge beat Harvard in the boat race over the Putney to Mortlake course, by two lengths, in 19 minutes 18 seconds.

The race, which was a splendid one, was witnessed by an absolutely record crowd, delirious with excitement.

Later.

The winner of the Yale and Harvard University boat race challenges the winner of Oxford and Cambridge next year.

9th September.

Great Britain and France.

At a banquet, given at the conclusion of the French military manoeuvres, M. Etienne, the French Minister for War, complimented General Sir John French most warmly, and begged him to convey to the King, "whom we regard as a Frenchman," and to the Queen "who is the jewel of the British people," the homage of the French Government.

General Sir John French, in returning thanks, said: "We look forward to the time when your officers will visit us, when they will be welcomed as cordially as we have been welcomed here."

The Jesuits.

Father Weritz, a German Jesuit, has been elected General of the Jesuits. His progressive ideas are expected to infuse fresh life into the Society.

The Chinese Customs.

The *Times*, commenting on the China Association memorandum to Sir Edward Grey, declares that it is mere effrontery of the Chinese to assert that the radical changes in the Customs Service will not make any changes in the future. The productiveness of the immense British capital in China, and especially that in Shanghai, is menaced by the vital changes, and we have absolute right to insist on the edict of May being revoked or superseded.

[N. C. D. News.]

Japanese Loans.

Tokio, 8th September.

Mr. Takahashi, Vice-Governor of the Bank of Japan, left Yokohama to-day per N.Y.K.S. *Kaga Maru* for Seattle. He goes to Europe in connexion with the flotation of loans.

[Manila Cables.]

The Stranded "Manchuria."

Honolulu, September 7.

The big liner *Manchuria* on the rocks near Honolulu has been found to be but little damaged and the indications now are that she will be taken off the reef with but very small injury to her plates.

It has been some time since any report has been had from the *Manchuria* and the last ones were not reassuring. At the time the *Lagun* left Honolulu, the general impression seemed to be that the big liner would be practically a total wreck. It now appears that she will not be lost from the Pacific for any length of time, but will be taken off the rocks in a condition that will enable her owners to put her soon on her old run.

FATAL LAUNCH COLLISION.

TWO CHILDREN DROWNED.

Wong Shing, the coxswain of the steam launch *Miki*, which is owned by the Mitsui Bussan Kaisha, was arraigned before Mr. H. H. J. Gompertz, by Inspector Langley, of the Water Police, at the Magistracy this morning, to answer a charge of manslaughter. It was alleged that through his carelessness two sampan children were drowned in the harbour. The defendant pleaded not guilty and was held in bonds of \$500 to come up for examination at 10 a.m. on Saturday. At about half-past ten o'clock last night the steam launch *Miki* was returning to her wharf at Praya East. When off Bowling on Canal she ran into a sampan, which was made fast to a buoy, hitting it amidships and turning it over. Besides the parents there were two children on board the sampan. Both children were pitched into the sea and were drowned. The bodies have as yet not been recovered and the police are at present having the spot where the collision occurred dredged in the hope of recovering the bodies. The coxswain, when he was arrested, said it was an accident and that the sampan did not exhibit any lights.

THE S.S. *Sachsen*, Imperial German Mail steamer, which left Shanghai on Saturday, 8th inst., would appear to have had a lively time on her voyage down from Shanghai, for both on that day and on Sunday she had to alter her course to avoid the typhoon, of which we have heard so much and seen so little. Yesterday after dodging the typhoon, she again altered her course to investigate some would-be signals of distress, and on bearing down upon them she found two rafts lashed together, and 21 Chinese, apparently of the fisherman class, doing their best to "hold on." They were too exhausted to give any account of themselves, but it is understood that they were part of the crew and passengers of a junk which was caught by, and foundered in, the typhoon. The rescued Chinese were brought to Hongkong, and will be sent back to their homes in due course.

STAR CHAMBER GOVERNMENT.

When Mr. Cecil Holliday resigned from the Chairmanship of the Municipal Council some weeks ago, the oft-made suggestion was repeated in many quarters, that the meeting of our City Fathers should be opened to the press, and that full reports should be published of the proceedings, so that the ever-increasing body of the ratepayers should be more fully informed than they are at present, of matters concerning the government and the vital interests of these Settlements. The suggestion is a wise one, and the indications are that the Shanghai public, who are slowly moved to action, but who, once aroused, are very determined regarding the attainment of any object which they may have in view—witness the Tramways, which, first recommended by the ratepayers nearly thirty years ago, are at length visibly materialising—will insist before very long upon its adoption. We are still in the dark as to the reasons which influenced Mr. Holliday to take the step which he did, and so far from the Council's showing any desire to enlighten us on the subject, they have been exhibiting a disposition lately to withhold the modicum of information, public topics generally, which it has been their custom to dole out to the public once a week in the shape of "Municipal Minutes."

We have had no Minutes now for weeks, save a short table of vital statistics compiled by the respected Health Officer; and although the figures thus furnished are, no doubt, excellent mental pabulum in their way, we would suggest that they are by no means commensurate with the very healthy appetite which this community has for information regarding its public affairs. The withholding of the usual Minutes is a retrograde step. There can be no adequate reason for keeping the people of Shanghai in the dark as to the progress of the many public matters which we all know are now pending—between the Council and the Chinese authorities for example, or between the Council and the Consular Body. Government by Star Chamber methods is an anomaly in a modern community, and its practice here gives point to the following passages from a striking account of Shanghai which has lately appeared in *The World*, as one of the Round the Empire series of articles:—

"To this day Shanghai remains, not a political possession, but a commercial settlement, in which the degrading machinery of Chinese sovereignty is inconveniently and immorally intermixed with the administrative procedure established by the European settlers for the self-government of their community."

The article proceeds:—
"The government of the international settlement is in the hands of a so-called municipal council consisting of ten members, who are annually elected by European householders paying a minimum monthly rent of fifty dollars. The electorate under this franchise is about eight hundred—a small proportion of the foreign population, now amounting to nearly twelve thousand. Subject to the control of the local consuls, this council is charged with all the duties of executive government, including the administration of the police and volunteer force. The consuls, who form an International Court, under the presidency of the senior, are in their turn responsible to the Ministers of the Powers at Peking, who exercise a veto on the proceedings of the Shanghai Municipal Government through the local consular authorities. The municipal council has no judicial functions, which are exercised by a variety of courts, each of the Powers retaining jurisdiction over its own subjects. For the British community, with a population of four thousand, there is a Supreme Court presided over by a chief justice, with a police magistrate as assistant. Besides having local jurisdiction at Shanghai, this court is the Court of Appeal from the decisions of British consuls at the various treaty ports of China. In the case of nationalities other than British the consular authority for his own people. For the litigation and trial of Chinese subjects living in the international settlement there is what is known as the Mixed Court, which is presided over by a Chinese magistrate, who is assisted by three assessors—one British, one American, and the other German."

Further on we come to some interesting comment. "The complicated system of government described above can hardly endure much longer. Throughout the settlement there is a call for reform, and a desire to substitute a regular form of Government for the present amateur arrangements. During the past five years the foreign population has nearly doubled while the Chinese inhabitants residing within the European boundaries have increased by about three thousand. There are nearly twelve thousand foreigners and four hundred and fifty thousand Chinese in the settlement, the adjoining Chinese city containing a hundred and fifty thousand more. The Europeans—bankers, merchants, shippers, contractors—are too busy to find time for public duties, which can best be performed by a responsible Governor at the head of a trained civil service. British influence is at present in the ascendant, there being seven British on the Council and only three members of other nationalities. If it were possible by common consent of the whole foreign community to bring about a pacific coup d'état, and set up the present popular British Consul-General as Governor, this would doubtless be the best way of dealing with a problem which is assuming acute dimensions, for which there seems to be no constitutional solution, and which must eventually be solved by revolutionary change."—*Shanghai Times*.

THE ratifications of a Treaty of Commerce, recently signed by Japan and Chile, are to be exchanged at Washington between Viscount Aoki, Japanese Ambassador, and the Minister for Chile. The Japanese Government is taking steps to conclude commercial treaties with all the countries of South America, and it is expected that negotiations will be next entered upon with the Republic of Panama.

JAPANESE PAYMASTER'S EMBARRASSMENT.

THE STORY OF A CURIO DEAL.

On the 7th ultimo, First-class Paymaster Mayeda Toyobachi, attached to the 11th Army Division at Zentsuji, Sanuki, was arrested at Suma on a charge of embezzlement of public funds, and was some days later escorted to Zentsuji, where he will be tried by a military court.

From details obtained by the *Osaka Jiji* it appears that this officer was sent to Peking in 1903. In August and September last he advanced the sum of ¥2,500 from the funds in his charge to an intimate acquaintance, a dealer in curios, and the loan was promptly repaid. Encouraged by the success of this negotiation, the paymaster in February or March advanced ¥10,000 to the same dealer, who was to make extensive purchases, ship them to Japan, and divide the profits with the officer. This scheme, however, proved a complete failure. The dealer returned to Japan with his purchases, but the Customs duty and freightage involved him in difficulties. He sold his stock of curios by auction for ¥2,000 and went to Nagoya, but his further movements have not yet been traced.

Meanwhile Paymaster Mayeda was, in Peking, waiting to hear from the dealer, and was compelled to falsify his accounts to conceal his embezzlement. On June 13th he was transferred from Peking to the headquarters of the 11th Division. On the way from China to Zentsuji he came to Kobe, and instituted inquiries for the missing dealer. Finding no clue, he obtained leave of absence and continued his search. In the interval the falsifications at Peking were discovered, and the Kobe police being communicated with, he was arrested at Suma as above stated.—*Japan Chronicle*.

IN PRAISE OF SWIMMING.

WITH SOME REFLECTIONS ON ITS UTILITY.

The other day I heard a strange tale from a friend who had been spending a week on the river. He and his wife had rowed down from Oxford by easy stages. When they started from Clifton Hampden on Tuesday, 17th July, the bell of the pretty little church on the bluff above the river was tolling for a funeral. In the riverside meadows the haymakers were busy. The sun was dancing on the water, and a cool wind was whispering in the leaves, but the note of death shattered the peace and grace of stream and sky.

OMEN OR COINCIDENCE?

On the following afternoon, as they were passing Moulsoford, the summer air was torn again by the same sombre sound. The bell of the tiny church, which is familiar in riverside pictures, was tolling for another funeral. On the Thursday, as they left Henley, the church bell was tolling for a third funeral. Thus, on three successive days they heard the bell tolling for a funeral in the country. Still rarer is the sad sound heard on the banks of the Thames. But to hear three riverside tollings on three successive days must be regarded as a very exceptional experience. Naturally, the triple sound startled my friend and his wife. Each silently revolved its import. Neither is superstitious, but both felt that it looked very like an omen. They refrained from communicating their thoughts to each other.

On Thursday evening, towards sunset, as they were paddling quietly along under Quarry Woods, in the reach where the Harvard and Cambridge crews are now practising for the forthcoming race, the omen, if it were an omen, was fulfilled in a very sudden and very dramatic fashion, writes Mr. James Douglas in the *Morning Leader*. A tall young fellow was punting steadily along the Berkshire bank. In the punt with him were his mother and two younger ladies. They were all chattering and laughing when suddenly his pole snapped, he fell into the river, and was drowned. It was a tragic scene, the shrieks of the distracted mother facing the hushed serenity of the evening air with intolerable agony. The lad never rose to the surface and his body was not found until night had fallen on the river. My friend and his wife then confided to each other their unspoken thoughts about the three tollings they had heard. Was it an omen or a coincidence? They do not know, and I do not know, but they forsook their small boat and finished their trip on Salter's steamer.

THE PEOPLE'S BATH CLUB.

I leave the interpretation of the foreboding knells to others. What strikes me as being more clear in its warning is the fact that the drowned youth was unable to swim. As the river at that spot is full of long ribbon weeds, it is possible that even a swimmer might not have escaped. The late catastrophe at Marlow, and many others, show that the ability to swim is not proof against the embrace of strangling weeds. But at least the swimmer has a chance where the man who cannot swim has none. It is amazing that anybody should be unable to swim. The moral of this story is plain. Every boy and girl ought to be taught to swim before they leave school. The Board of Education ought to put swimming into the curriculum of our public elementary schools. I suppose I am extravagant, but I should like to see a swimming-bath in every playground.

Apart from its usefulness, swimming is the most delightful form of physical exercise. It is the only sport which frees man from the ancient tyranny of clothes, enfranchising the body, liberating the flesh, unmanaging the limbs. It makes the flesh lyrical. The loveliest sight in London at this moment is the Serpentine at sunset, when the golden water is ivoried by hundreds of laughing boys. It is a bewitching bacchanal, all ivory and gold. I wish some great painter would capture the riot and rapture of it all, with the cool carnations of these young fauns dancing on the grass under the green light that falls filtered through the leaves of the trees. It is the Bath Club of the people.

THE HIGHER SWIMMING.

No other sport fills you with the same brief exultant exhilaration. No other sport stings and whips all your nerves into such ecstatic vitality. Swimming makes you feel that you are alive in every pore and follicle, every thaw and snow, every ganglion and tissue. It electrifies your blood and fills your veins with lightning. Mr. Swinburne, the laureate of swimming, has sung this rapture in many a song. We cannot all soar with him into the seventh heaven of swimming. The higher swimming is only for the few. Most of us would shudder at the thought of a swim before dawn. That is Mr. Swinburne's favourite hour. In the epilogue to "Songs Before Sunrise" he calmly assumes that dawn is the conventional swimming time:

As one that ere a June day rise
Makes seaward for the dawn, and tries
The water with delighted limbs
That taste the sweet dark sea, and swims
Right eastward under strengthening skies,
And sees the gradual rippling time
Of waves whence day breaks blossom-wise
Take fire are light past well above,
And laughs from all his heart with love,
And softer swimming with raised head.
Feels the full flower of morning shed
And sweet sunrise round him rolled
The lips and laves his body bold
With fluctuant heaven in water's stead,
And urgent through the growing gold
Strikes, and sees all the spray flash red,
And his soul takes the sun, and yearns
For joy where with the sea's heart burns.

When Tristram of Lyonesse goes forth to swim that immortal swim, day has not sloughed the night:

He watched the dim sea with a deepening smile,
And felt the sound and savour and swift flight
Of waves that fled beneath the fading night
And died before the darkness, like a song
With harps between and trumpets blown along.

In the dark he "launched his body like a boat." He went to meet the morning across the waves with their "flickering crown of snows," into "the confluence and the reflux of the sea." These stern raptures are beyond us common men, who bathe from bathing-machines clad in decorous costumes—an indignity which our poet spurns. Not for us these rigours. Not for us the Swinburnian dive into "The Lake of Gaube," down through "the darkness, icier than seas in midwinter." We may envy the daring poet who

Swiftly and sweetly, when strength and breath fall short, and the dive is done,
Shoots up as a shaft from the dark depth
Shot, sped straight into sight of the sun.

But we must be content with tamer delights. For my part, I confess that I like my swim at noon, when the sea has been warmed and the air has been aired. I am not above the noble pleasure of piddling on the sunny sands of Cromer or Cobo or Keem Bay. Why should we leave that bootless joy to our children?

There is one boon which swimming alone can give. It enables you to look at the sky from an unobstructed point of view. Swimming, softly on your back, you can forget that the solid globe is under you, and gaze at fairly cloudland in a dream of rest. It is the only posture that yields the absolute music of nameless form and disembodied colour, pure poetry of vapour, air, and fire set free from the bondage of material prose.

WITCHCRAFT IN THE PHILIPPINES.

After a hundred years of desuetude, witchcraft has again come to light; this time in the Philippine islands. The persecutions in Salem, Massachusetts, by our forefathers have been echoed in the present generation at San Isidro, in the province of Nueva Ecija. The story of the San Isidro witchcraft is no misty superstition of misled fanatics but a burning reality.

In the town of Muñoz a woman was accused of being a witch. She was taken out into the public square and beaten by the natives of that barrio until she "vomited a live rat and a chicken." After this public demonstration of the woman's guilt, she was taken to the justice of the peace of San Juan de Guimba, of which town Muñoz is a barrio. While incarcerated in the jail at San Juan the woman attracted large crowds of people who were collecting there and who were amusing themselves by throwing stones, spitting and otherwise abusing the unfortunate prisoner.

The matter was brought before the provincial governor and upon investigation it was found that the justice of the peace of San Juan had tried the woman for witchcraft and has sent the proceeding, supported by the declaration of witnesses, to the provincial fiscal, and they were being seriously discussed by that official. Upon hearing of the abuse of the woman, however, the fiscal ordered her release.—*Cable News*.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 11th at 11.30 a.m.—The barometer has risen considerably over S. China and E. Japan. The recent typhoon is shown, this morning, as a feeble depression near the mouth of the Yangtze.

Pressure is high to the N.W. of China, and also over E. Japan, the normal being exceeded by 0.2 inch and upwards over the latter area. It is still in defect, about 0.1 inch on the China Coast, between Hongkong and Shanghai. Probably a low pressure trough will form over the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N.W. winds, moderate; fine.
2.—Formosa Channel, variable to N.E. winds; light to fresh.
3.—South coast of China between Hongkong and Lamook, same as No. 1.
4.—South coast of China between Hongkong and Haikou, same as No. 1.

THE TOKYO CAR-FARES.

OPPOSITION TO THE INCREASE.

Public feeling against the increase of the fares on the Tokyo electric-cars appears to be increasing. An association has been formed to oppose the increase, and has called a public indoor meeting for the 5th instant. The views of the association are, says a vernacular report, to be expressed in the most peaceful manner, and the Government and the tram company will be urged to reconsider their decision.

If the views of the association, expressed by this meeting, are ignored, and the proposed increase takes effect, then the association will convene a mass meeting of protest in Hibiya Park on the 11th.

Baron Seige, Governor of Tokyo, has been interviewed by a representative of the *Jiji Tsushin* concerning the tram-fare question. He said there were some people who were fomenting an agitation and attacking the Home Minister about the increase of the fare. But it was he (the Governor) who sanctioned the increase and he did so without consulting the Municipal Council. If, therefore, there were any points in the question which deserved the condemnation of the public, he, not the Home Minister, would be first to blame. In his opinion, the four *sen* fare after amalgamation was not inadequate, especially in view of the fact that the rails and cars of the three tram companies are now in such a worn-out condition that they required more or less radical repair in the near future. Moreover, many people—and they were mostly tradesmen, living both in the city and suburbs—who had hitherto to pay nine *sen* (exclusive of transit duty) to reach a particular part of the city, would henceforth be able to reach it for only four *sen*. The advantage of the new system would be too obvious even to school children to require explanation. Governor Seige did not doubt that any citizens with common-sense would not only unopposed to the new system, but were welcoming it. If public opinion—i.e., genuine public opinion—recognised the increase of the fare as unreasonable, he would willingly take the responsibility upon himself and resign office.—*Japan Chronicle*.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Hongkong Fires \$327½, H.K. C., and M. Steamboats \$28, Shell Transports 27½, Raubs \$8½, Kowloon Wharves \$10½, China Providents \$9½, Dairy Farms \$17, Tramways \$2½, Watsons \$13, S. C. M. Posts \$22.
Sellers:—Hongkong Banks \$810, Canton Insurances \$320, Hongkong Fires \$330, China and Manila \$24, Douglas \$47, Hongkong Docks \$35, Hongkong Lands \$110, West Points \$50, Humphreys Estates \$112, Cottons \$13½ ex div., China Borneos \$11, Green Islands \$22, Electrica \$15, Ices \$23½, Ropes \$29, China Light and Power \$10½, Powells \$10½.
Sales:—H.K. C., and M. Steamboats \$28, China Sugars \$158.

Nominal:—National Banks \$47, Unions \$78½, China Fires \$93, Indo-Chinas \$74, Shanghai Stocks \$108, Hongkong Wharves \$12, Hongkong Hotels \$115.

TO-DAY'S EXCHANGE.

London—Bank T.T. 2/2 9/16
Do. demand 2/2 2/4
Do. 4 months' sight 2/2 1/4
France—Bank T.T. 2/2 7/8
America—Bank T.T. 53 3/4
Germany—Bank T.T. 2/2 6 1/2
India T.T. 165 1/2
Do. demand 165 1/2
Hong Kong—Bank T.T. 73 3/4
Singapore T.T. 51 1/2 prem.
Japan—Bank T.T. 108 1/2
Ava—Bank T.T. 33 1/2

Buying.
4 months' sight L/C. 2 3 1/16
6 months' sight L/C. 2 3 1/16
10 days' sight San Francisco & New York 54 1/2
1 months' sight do. 55
10 days' sight Sydney and Melbourne 2 3 5/16
4 months' sight France 83 1/2
1 months' sight do. 84 1/2
1 months' sight Germany 231 1/2
Silver 31 11/16
Bank of England rate 38 1/2
Sovereign 8 9/4

To-day's Advertisements.

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE CONCERT.

will be held on the VOLUNTEER PARADE GROUND, on

SATURDAY,

September 15th, at 9.15 P.M.

Tickets (\$2 and \$1)

may be obtained from Volunteer Headquarters and from Messrs. Kelly & Walsh.

Hongkong, 11th September, 1906. [911]

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.

Taking Cargo at through rates to Tawau, Lahad, Datu, Labuan, Jolo, Zamboanga and Menado.

The Steamship

"BORNEO."

Captain F. Sembill, (ready to load on Monday, the 17th instant), will leave on TUESDAY, the 18th instant, at Noon.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD,

MELCHERS & Co., Agents.

Hongkong, 11th September, 1906.

Intimations.

THE ROBINSON PIANO CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

BY

THE LEADING MAKERS

OF

THE WORLD.

Steinway,

Bechstein,

Bluthner,

Winkelmann,

Collard & Collard,

Hopkinson,

Hanke,

Krauss, & Co.

CASH OR CREDIT,

OR ON

HIRE FROM \$10 PER MONTH

INCLUSIVE.

Hongkong, 22nd August, 1906. [38]

IF YOU KNOW A GOOD

"SCOTCH"

when you taste it you will appreciate the many good qualities

OF

D. & J. McCallum's

"PERFECTION" WHISKY.

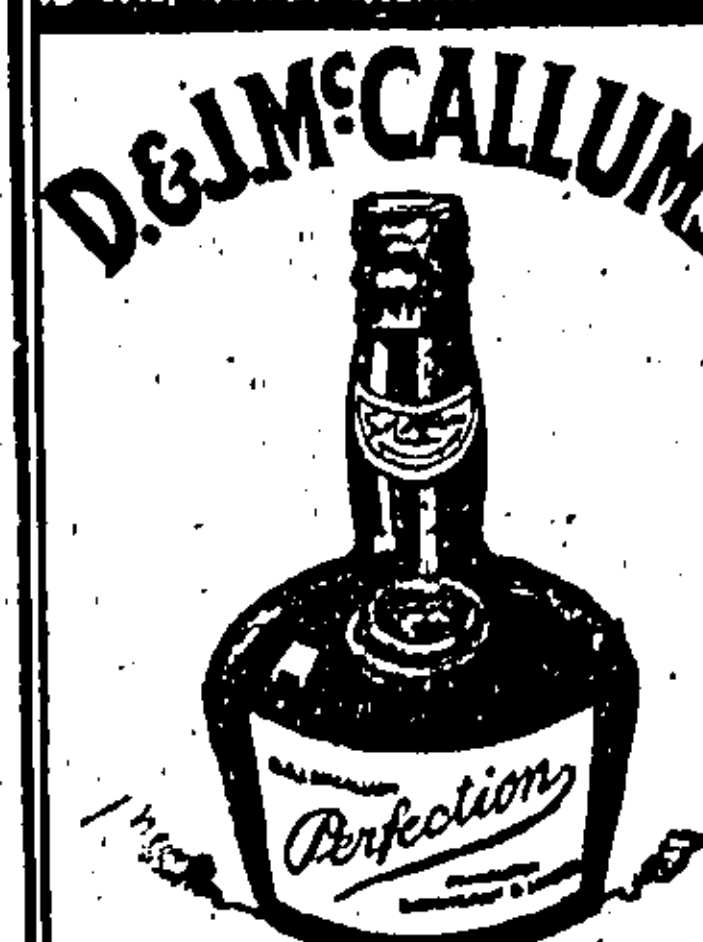
It is all Scotch and the best of all Scotch.

What more need be said?

Your Wine Merchant, has it or will get it for you.

Per Case \$15.00

A GREAT REPUTATION IS ONLY WON BY GREAT ACHIEVEMENTS



PERFECTION SCOTCH WHISKY

HAS A WORLD-WIDE REPUTATION FOR EXCELLENCE OF QUALITY

FOUNDED ON THE EXPERIENCE OF ITS CONSUMERS

That is Why WHEN ONCE TRIED IT IS ALWAYS

PREFERRED TO OTHER BRANDS SIMPLY A CASE OF QUALITY & FLAVOUR.

SOLE AGENTS—H. PRICE & Co., WINE MERCHANTS, 12, Queen's Road Central.

Hongkong, 23rd August, 1906. [41]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MOYUNE"	13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"PELEUS"	15th September.
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
* HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "

* Taking Cargo for Liverpool at London Rates.
† Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th September, 1906.

[3]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOY, SHANGHAI and CHINKIANG	"LUCHOW"	12th September.
SHANGHAI	"NANCHANG"	14th "
MANILA	"TAMING"	18th "
TIENSIN	"LIANGCHOW"	22nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	5th October.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

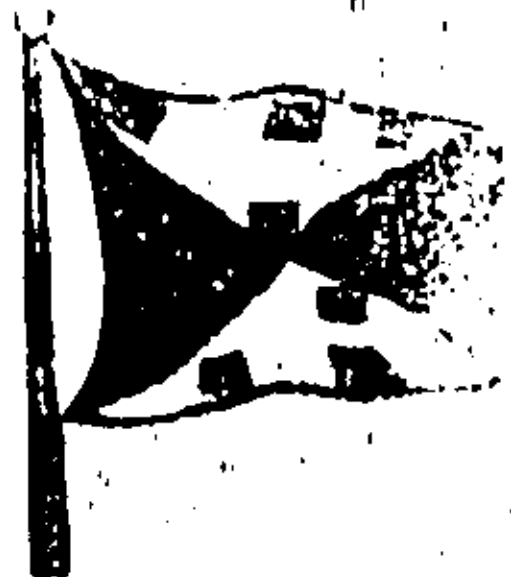
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th September, 1906.

[9]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships.—Electric
Light.—Perfect Cuisine.—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 15th Sept., at Noon.
RURI	2540	R. Almond	"	SATURDAY, 22nd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th September, 1906.

[7]



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906.

[8]

Dentistry.

Dr. M. H. CHAUN.	T. H. TING.
THE LATEST METHOD OF THE AMERICAN SYSTEM OF DENTISTRY, 37, DES VUEX ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 22nd July, 1906.	LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, DAQUILAR STREET. REASONABLE FEES. Consultation Free. Hongkong, 10th July, 1906.

[6]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS	DESTINATIONS.	TO SAIL
BRISGAVIA	SHANGHAI, KOBE and YOKOHAMA	28th September.
* HABSBURG	SHANGHAI, YOKOHAMA and KOBE	29th September.
SITHONIA	SHANGHAI, KOBE and YOKOHAMA	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA and KOBE	28th October.
ANDALUSIA	SHANGHAI, KOBE and YOKOHAMA	13th November.
AMBRIA	SHANGHAI, YOKOHAMA and KOBE	27th November.

HOMEWARD.

STEAMERS	DESTINATIONS.	TO SAIL
HELVETIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	15th September.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG and COLOMBO	20th September.
LIBERIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	22nd September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.
SUEVIA	HAVRE, BREMEN and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	16th October.
* HABSBURG	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	30th October.
BRISGAVIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	13th November.
SITHONIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	27th November.
RHENANIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th December.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two washstands, electric fans, etc.; large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washerman.
The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Havre and Hamburg, to be followed by s.s. "HABSBURG", s.s. "HOHENSTAUFEN", s.s. "SCANDIA", and s.s. "SILEZIA".

COAST SERVICE.

STEAMERS	DESTINATIONS.	TO SAIL
DAPHNE	NAGASAKI and WADIVOSTOCK	Beginning of October.
LYDIA	SHANGHAI and CHINKIANG	To follow.
KOWLOON	SHANGHAI and CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE

For steamers of the Coast Service marked † to

SIEMSEN & CO

Hongkong, 10th September, 1906.

[65]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	"FOOSHING"	THURSDAY, 13th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	FRIDAY, 14th Sept., 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 14th Sept., 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 15th Sept., 4 P.M.
TIENSIN	"CHIPSING"	SATURDAY, 15th Sept., 4 P.M.

† Taking Cargo on through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for first-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 11th September, 1906.

[6]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIAN,"

Captain Courlet, will be despatched as above, on or about MONDAY, the 17th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 10th September, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain St. John George, will be despatched for the above Ports, on SATURDAY, the 29th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th September, 1906.

[896]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO

AND IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASADO MARU," 6,000 tons.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,
Manager,
York Building,
Hongkong, 11th September, 1906.

[848]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARKATON APCAR,"

Captain E. Fey, will be despatched for the above Ports, on THURSDAY, the 13th instant, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 11th September, 1906.

[898]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE"

will be despatched for the above Ports, on or about the 15th instant.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 4th September, 1906.

[845]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., to S.S. India and Egypt.

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, to B.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in my case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' or the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

E. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1906.

[4]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL-LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 17th of September, at 9.30 A.M.

All Claims must reach us before the 22nd of September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 10th September, 1906.

[2]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 8th September, 1906.

[907]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"

FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th September, 1906.

[89]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SUEVIA."

Captain Knaisel, having arrived from Hamburg 7 1/2 Ports Call, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th September, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th September, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th September, 1906.

[900]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "BRAEMAR,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th September, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th September, 1906, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th September, 1906.

[899]

WEIHAIWEI SCHOOL.

PRIZE DISTRIBUTION.

The fourth annual Prize Distribution took place at the new school house on 2nd August. Sir Havilland de Saumarez presided, and distributed the prizes. Later in the afternoon aquatic sports were held, and Mrs. Stewart Lockhart presented the trophies to the winners.

FUTURE OF WEIHAIWEI.

The Head Master, Mr. H. L. Beer, read his annual report.—At our prize distribution last year two official letters were read anent the future of Weihaiwei. Rumour as to the intentions of the British Government have been persistent this year too, and you may have noticed the formal denials of these reports that have recently been published in sundry papers on the China coast. I have also seen another letter written by one in a position to know the facts, who states that "neg

[illegible]

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MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, CALCUTTA, ADEN, DJIBOUTI, EGYP, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITER- RANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIE," Captain Broc, will be despatched for MAR- SEILLES on TUESDAY, the 18th September, at 1 P.M.
This steamer connects at Colombo with the Australian line s.s. *Yarra* bound for Marseilles via Bombay and Aden.
Passage tickets and through bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:—
S.S. *SALAZIE*..... 2nd October.
S.S. *OLEANIE*..... 16th October.
S.S. *TOURANE*..... 30th October.
S.S. *TONKIN*..... 13th November.
S.S. *ARMAND BEHIC*..... 27th November.
G. DE CHAMPEAUX, Agent.
Hongkong, 6th September, 1906.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDI- ADEN, EGYP, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AFRICA, CAM and SOUTH AFRICAN PORTS.)
T.H.E. Steamship
Capt. J.H. Hyde, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOM- BAY, on SATURDAY, the 22nd September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamers proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on the 3rd November, 1906.
Parcels will be received at this Office until P.M. the day before sailing. The Contents and Value of all Packages are required.
For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 8th September, 1906.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Platides</i>	3,753	F.G. Purington	30th Sept.
<i>Lyra</i>	4,417	G.V. Williams	20th Sept.
<i>Shammut</i>	9,506	E.V. Roberts	24th Oct.
<i>Tremont</i>	9,506	T.W. Garlick.	

* Cargo only.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. *Shammut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo carried in cold storage.
For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 27th August, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

Proposed SAILINGS FROM HONGKONG.	Steamship	About
"ATHOLL".....		11th September.
"ERROLL".....		2nd October.

For Freight and further information, apply
DODWELL & CO., LIMITED,
Agents.
Hongkong, 30th August, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.
The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1897.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	Per Case.
BRANDY.....	\$22.50
".....	20.00
".....	16.75
WHISKY, FINE MALT.....	20.00
" JOHN WALKER & SONS' OLD HIGHLAND.....	12.50
" C. P. & CO'S SPECIAL BLEND.....	10.50
PORT WINE, INVALIDS.....	20.00
" DOURO.....	13.75
SHERRY, AMOROSO.....	20.00
" LA TORRE.....	16.00
BENEDICTINE, D.O.M.....	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS.
Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

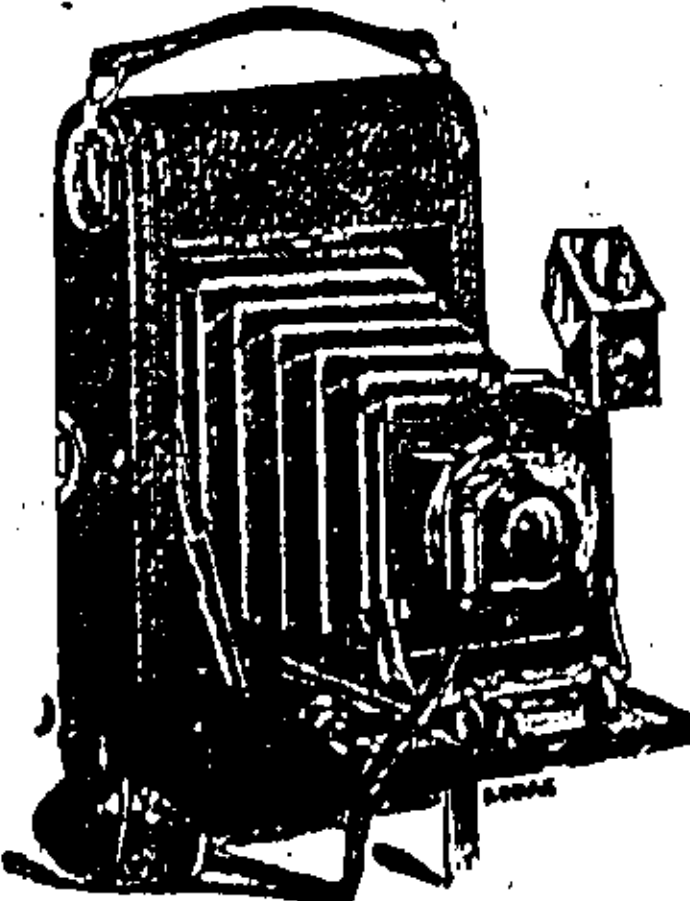
EASTMAN'S

&C., &C., &C.

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1901

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$10,250,000 \$250,000 £127,335 \$150,000	\$1,712,472	{ £1.15/- @ Ex. 2/1 1/2 = \$16.47 for first half- year 1906	3 1/2 %	{ \$810 sellers London 1/3 10/- [ex div.]
National Bank of China, Limited.....	90,925	£7	£6	{ \$1,600,000 \$147,895	\$74,099	\$2 1/2 (London 3/6) for 1903	...	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ £100,000 Tls. 100,000 Tls. 50,000	\$211,540	\$20 for 1904	4 1/2 %	\$320
North China Insurance Company, Limited	10,000	£15	£5	{ \$2,000,000 \$400,000 \$331,131 \$1,153,844 \$569,779 \$800,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16	6 %	Tls. 87 1/2 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$231,131 \$1,153,844 \$569,779 \$800,000	\$272,271	Interim div. of 5/3 for 1905	4 1/2 %	\$78 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$229,488 \$2,616 \$1,220,928	\$344,058	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$231,131 \$1,153,844 \$569,779 \$800,000	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 buyers
SHIPPING.								
China and Manilla Steamship Company, Limited.....	30,000	\$25	\$25	{ \$6,000 \$264,638 \$88,921 \$50,000	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$600,000 \$144,386 \$120,000	Nil.	\$3 1/2 for year ended 30.6.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$50,000 \$600,000 \$144,386 \$120,000	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$58 sa. & b.
Indo-China Steam Navigation Company, Limited	70,000	£10	£10	{ £120,000 £380,958 £3,999	£2,452	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$74
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 40,000	Tls. 23,156	Interim div. of Tls. 2 1/2 a/c 1906	8 1/2 %	Tls. 58 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 40,000	Tls. 23,156	Interim div. of Tls. 2 1/2 a/c 1906	8 1/2 %	Tls. 10 buyers
Shell Transport and Trading Company, Limited.....	2,000,000	£1	£1	{ £4,144 \$65,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	\$218	1/- (Coupon No. 6) for 1905	4 1/2 %	27/6 buyers
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	{ Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	{ \$1.50 for year ending 30.4.1906..... \$2.75	3 1/2 %	\$29 \$20
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 40,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	70,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$160
Luxon Sugar Refining Company, Limited.....	7,000	\$100	\$100	{ none	\$134,588	\$4 for 1907	...	\$22 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 31.9.04	...	Tls. 80 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ £80,000 £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none	G. \$90,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14 nominal
South Australian Gold Mining Company, Limited	150,000	£1	£1	{ £4,873	£8,745	No. 12 of 1/- = 48 cents	...	18 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.....	40,000	\$50	\$50	{ \$550,000 \$65,166 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 %	\$103
Hongkong and Whampoa Dock Company, Ltd.	60,000	\$50	\$50	{ \$49,500	\$392,087	\$6 for first half-year ending 30.6.06.....	8 1/2 %	\$135
New Amoy Dock Company, Limited	10,000	\$25	\$25	{ \$188,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	45,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,212	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 108 buyers
Shanghai and Hongkew Wharf Company, Limited.....	32,000	Tls. 100	Tls. 100	{ Tls. 57,061	Tls. 57,665	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 244 ex div. b.
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	{ Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none	none	First year	...	Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai)	70,000	\$25	\$25	{ \$29,516	\$8,418	\$3 for year ended 30.6.1906.....	10 %	\$30
Central Stores, Limited	6,000	\$15	\$15	{ none	\$4,719	{ \$2.40 on \$12 for 1905..... 7 % on \$7 1/2 for 1905	13 1/2 %	\$18 sales \$158 sales
Do. (new issue).....	24,000	\$15	\$15	{ none		None	...	\$300 buyers
Do. (Founders')	123	\$15	\$15	{ \$648,073	\$110,057	\$5 for first half-year for 1906	8 1/2 %	\$115 ex div. b.
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$1,907,513	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110
Hongkong Land Investment and Agency Co., Ltd.....	100,000	\$100	\$100	{ \$1,907,513	\$167,839	Final of 6 % = 10 % for 1905	17 1/2 %	Tls. 14 sales
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 29,783	Tls. 1,935	Final of \$6 making \$10	10 %	\$100
Hotel Metropole Company, Limited	7,000	\$100	\$100	{ none	\$4,099	80 cents for 1905	7 %	\$114
Leopold Estate & Finance Company, Limited.....	11,000	\$10	\$10	{ \$208,386	\$5,070	\$2 1/2 for 1905	6 1/2 %	\$29
Kowloon Land and Building Company, Limited.....	6,000	\$50	\$50	{ none	\$574	Tls. 3 for half-year 1906	5 1/2 %	Tls. 107 1/2 sales
Shanghai Land Investment Company, Limited	17,000	Tls. 50	Tls. 50	{ Tls. 869,493	Tls. 52,194	Interim div. of \$2 account 1906	8 %	\$50
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 170,000 none	\$772	...	...	...
COTTON MILLS.								
Iwo Cotton Spinning and Weaving Company, Ltd.....	15,000	Tls. 50	Tls. 50	{ Tls. 45,935	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 77 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$110,000	\$21,670	\$2 1/2 for the year ending 31.7.06	9 1/2 %	\$134 ex div.
International Cotton Manufacturing Company, Ltd.....	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 68 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.....	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	{ Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905	7 1/2 %	\$90 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £814	\$856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited.....	1,200	\$10	\$10	{ \$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited.....	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	...	\$11
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 65 buyers
China Light and Power Company, Limited.....	40,000	\$10	\$10	{ none	\$1,219	60 cents for year ended 28.2.06	6 %	\$104
China Provident Loan & Mortgage Company, Ltd.....	100,000	\$10	\$10	{ \$8,000	\$1,581	80 cents for 1905	8 1/2 %	\$9.70
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$410,000 \$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 %	\$22 sales
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000	\$10,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$333 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,568	{ \$1.00 } for 10 months ending 28.2.06	8 1/2 %	\$148 buyers
Hongkong High-Level Tramways Company, Ltd.....	1,250	\$100	\$100	{ \$50,000	\$2,796	65 cents for 10 months ending 18.10.05	10 1/2 %	\$115 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$3,776	\$3,776	1st div. of \$20 for 10 months ending 18.10.05	8 %	\$236
Hongkong Rope Manufacturing Company, Ltd.....	50,000	\$10	\$10	{ \$61,000	\$5,813	Int. div. of \$4 for 1-year ended 30.6.06	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	{ \$25,000	\$88	\$9 for 1905 on 5 shares	12 1/2 %	\$71 sales
Maatschappij tot Mijn- Bosch- en Landbouwen- plotatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	Tls. 10,374	Final of 50 cents making \$1 for the year	9 1/2 %	Tls. 245 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ none	Dr. P. 34,374	second interim div. of Tls. 7 1/2 making Tls. 15 so far a/c yr. ended 31.10.06	9 1/2 %	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135 ex div.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	6 1/2 %	Tls. 78 ex div. b.
Shanghai Waterworks Company, Limited.....	7,200	£20	£20	{ Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906	...	Tls. 365
South China Morning Post, Limited	7,200	£20	£20	{ none	Dr. \$41,934	Interim div. of 5/- for 1-year 1906	...	Tls. 280
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	\$1,134	None	...	\$22 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	50 cents for year ended 31.5.05	8 1/2 %	\$6
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	{ \$25,000		Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105
Do. (Founders')	100	\$10	\$10	{ none		{ 70 cents } for year ended 31.5.1906	8 1/2 %	\$8
Watson, (A. S.) & Co., Limited.....	90,000	\$10	\$10	{ \$300,000 \$25,000	\$7,734	\$9.90	6 1/2 %	\$150
William Powell, Limited	15,000	\$10	\$10	{ \$4,500	\$5676	Final of 50 cents making 1/- for 1905	7 1/2 %	\$13
DIVIDENDS PAYABLE								
Maatschappij tot Mijn-Boschen Land- bouwexploitatie in Langkat							Tls. 7 1/2	15th September